and having substantially a crescent shape at section thereof, and at least one rubber protection sheet being relatively soft disposed between the bead filler rubber and the carcass ply surrounding it, and/or, disposed between the rubber reinforcing layer and the carcass ply nearest thereto and within a zone extending inward from a position of a line segment in parallel to the rotating axial line of the tire passing through an outer end by the bead filler rubber in the radial direction of the tire.

Claim 2. (Amended) A run-flat pneumatic tire according to claim 1, wherein at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

Claim 3. (Amended) A run-flat pneumatic tire according to claim 1, wherein in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle 60° outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

Claim 4. (Amended) A run-flat pneumatic tire according to claim 1, wherein the rubber protection sheet is existent between line segments in parallel to the rotating axial line of the tire

respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

Claim 5. (Amended) A run-flat pneumatic tire according to claim 2, wherein when the rubber protection sheet is disposed along the turnup portion of the carcass ply between the turnup portion and the bead filler rubber, a height of an outer end of the rubber protection sheet in the radial direction of the tire as measured from an outermost end of the bead core in the radial direction of the tire is not more than two times a height of an intersecting point between the straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of 60° outwardly in a radial direction of the tire with respect to a line segment drawn from a curvature center in parallel to a rotating axial line of the tire toward the inside of the tire and an outer surface of an outermost carcass ply as measured by the above same method.

Claim 6. (Amended) A run-flat pneumatic tire according to claim 1, wherein the rubber protection sheet has 50% modulus of 0.30-0.84 times that of the rubber reinforcing rubber.

Claim 7. (Amended) A run-flat pneumatic tire according to claim 1, wherein the rubber protection sheet has tan δ at 25°C of 0.04-0.11.

Claim 8. (Amended) A run-flat pneumatic tire according to claim 1, wherein the rubber protection sheet has a thickness of 0.4-4.0mm.